



DEPARTMENT OF THE NAVY

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M. D. MALONE

Command History

**UNITED STATES SHIP ENTERPRISE
(CVN 65)**

1 January - 31 December 1996

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Command Mission and Organization

Mission

To provide a responsive, mobile strike force in support of national interests; launch, recover and support mission-capable embarked aircraft; communicate, coordinate and operate with joint and allied forces; provide the wherewithal for on-target/on-time ordnance delivery.

Organizational Structure

Commander, Naval Air Force U.S. Atlantic Fleet

USS Enterprise (CVN 65)

Commanding Officer

Captain R. J. Naughton (1 Jan - 2 Feb 1996)

Commanding Officer

Captain Michael D. Malone (2 Feb - 31 Dec 1996)

Executive Officer

Captain D. R. Bryant (1 Jan - 13 July 1996)

Executive Officer

Commander David L. Logsdon (13 Jul - 31 Dec 1996)

Command Master Chief

MACM(SW) Ralph Herzog (1 Jan - 18 Mar 1996)

Command Master Chief

BTCM(SW) Robert Hallstein (18 Mar - 31 Dec 1996)

Duty Station

Norfolk Naval Base, Va.

Chronology

January

ISE VCOA (10-17 January)
CSRR (21-30 January)

February

Change of Command, Capt. Malone relieves Capt. Naughton
(2 February)
NPMTT Mock ORSE (6-9 February)
TSTA III (12-18 February)
FEP (18-20 February)
COMPTUEX Phase I/II PROA (21 February-1 April)

March

PVST Saint Maarten (1-4 March)
PVST Port Everglades (18-21 March)

April

ORSE VCOA (2-5 April)
CJTFFEX CPOA (26 April-16 May)

May

Hurrex 96 (28 May-5 June)

June

Mediterranean/Arabian Gulf Deployment (28 June-20 December)
Atlantic/MED operations

July

MED/Adriatic operations
Operation Decisive Endeavor (16-22 July)
PVST Palma De Mallorca, Spain (25-29 July)

August

MED operations
PVST Cannes, France (5-9 August)
PVST Souda Bay, Crete (13-14 August)
Exercise Juniper Hawk (22-29 August)
PVST Rhodes, Greece (30 August-4 September)

September

Suez Canal Transit (15 September)
MED/Adriatic/Red Sea/Arabian Gulf operations
Operation Desert Strike/Southern Watch (15 September-24
November)

October

Arabian Gulf Operations
PVST Bahrain (7-11 October)
NPMTT Mock ORSE (31 October-3 November)

November

Arabian Gulf/MED operations
PVST Jebel Ali, UAE (4-8 November)
Exercise GULFEX 97-1 (10-12 November)
Suez Canal Transit (25 November)
PVST Naples, Italy (28 November-5 December)
ORSE (12-16 December)

December

MED/Atlantic operations
Tiger Cruise (18-20 December)
Return to home port (20 December)

AIR DEPARTMENT

Air Department began the year preparing for its most intensive year of flight operations in over six years. The intense operations of COMPTUEX, JTFEX, and the Mediterranean/Arabian Gulf Deployment proved to be both challenging and rewarding. The many flight deck drills, adherence to safe procedures and successful flight operations during 1996 all culminated with the Air Department being awarded the Yellow E. CDR Rick Hess was relieved as Air Boss in March by CDR Pete Williams, and CDR Rudy Costanzo assumed duties as Mini Boss.

V-1 Division

V-1 Division continued its busy schedule in January in preparation for Enterprise's 1996 Mediterranean Deployment. Extensive Carrier Qualification's leading toward fleet work-ups emphasized crossdeck training and safety. Multiple personnel qualifications were achieved as flight deck readiness increased in preparation for Enterprise's final test before deployment. A highly successful COMPTUEX merged CVW-17 and V-1 into a single flight deck team ready for any emergency or contingency. After receiving all flight deck qualifications required for deployment, the division made final preparations for deployment during POM, including new flight deck non-skid and final space rehabilitation work.

From July to December, over 25,000 mishap-free aircraft moves and 8,000 aircraft sorties were conducted on Enterprise's Mediterranean/Arabian Gulf Deployment. Flight deck operations conducted in support of Operation Southern Watch and Operation Decisive Endeavor helped maintained UN-sponsored embargoes on Iraq and Bosnia.

Throughout deployment, V-1 Division had several significant accomplishments. The COMNAVAIRLANT Aircraft Handling Team gave V-1 a Bravo Zulu for outstanding Flight Deck Operations and Administration during its mid-deployment assist visit.

On return from deployment, V-1 Division played an integral part in flight demonstrations and carrier operations conducted for friends and family during the Tiger Cruise. A

significant mark in Naval Aviation history was recorded on Enterprise's flight deck when the last fleet A-6 Intruder was launched to the beach prior to pulling in from deployment.

V-2 Division

Enterprise's Catapult and Arresting Gear Division (V-2) reached several notable milestones during 1996: the ship's 300,000 arrested landing, the 115,000 catapult launch from catapult number one and the seventh barricade landing in the ship's history. Throughout the year, over 14,000 safe and efficient catapult launches and recoveries were conducted.

The skilled technicians of the 11 major workcenters of V-2 Division performed over 7,000 preventive maintenance evolutions and over 20,000 corrective maintenance actions. Their dedicated approach to maintenance resulted in an incredible 99% availability rate of all aircraft launch and recovery equipment throughout an arduous operational schedule that included over 200 days underway.

A farsighted training plan paid substantial dividends for V-2 Division during 1996. Over 400 watch station qualifications were achieved by catapult and arresting gear and integrated launch and recovery television crew members. The division started 1996 with four qualified catapult and arresting gear officers and finished the year with nine, a 125% increase. The division's training plan ensured adequate numbers of highly qualified crew members will be available even after the Extended Selected Restricted Availability (ESRA) Period in early 1997.

V-3 Division

Following the at-sea period from 4-16 January, V-3 entered an extensive period of hangar bay maintenance encompassing the complete overhaul of over 150,000 feet of overhead acoustic ceiling tile and new sodium oxide light fixtures. With the assistance of a civilian firm, Surface Technologies, the non-skid in Hangar Bay One was removed and the deck resurfaced.

This extensive maintenance to the hangar bay readily prepared V-3 for the embarkation of CVW-17 and the intense flight operations of COMPTUEX, JTFEX and deployment. For the

Mediterranean/Arabian Gulf periods, over 2,700 aircraft moves were made in the hangar bay.

V-4 Division

The V-4 Division began 1996 by continuing to upgrade the ship's JP-5 fueling system. During the inport time leading up to deployment, V-4 installed three Aurora JP-5 service pumps, rehabilitated 12 aviation fuel stations, overhauled six defuel pumps and five defuel pump reduction gears, and cleaned 15 JP-5 stowage tanks. V-4 also assisted the Engineering Department with the emergency overhaul of the JP-5 eight inch transfer main in the number three pump room. During deployment, the division continued to improve the fueling system by overhauling the number four JP-5 service pump. V-4 also completed 14,000 man-hours of PMS throughout the year.

The biggest improvement to Enterprise's fueling system in 1996 was the modification of the JP-5 centrifugal purifiers. This modification enabled the system to pump at 300 gallons per minute, doubling the ship's fueling capacity.

During the year, 23,548,369 gallons of JP-5 were on-loaded during 35 underway replenishments. In addition, 13,946 gallons of Aviation Lube Oil were on-loaded.

V-4 Division issued 24,658,142 gallons of aviation quality JP-5 fuel, completed 17,685 fueling operation, took 23,070 fuel samples and 475 de-fueling operations were conducted during its first full year of flight operations in over six years.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

The department returned to being a "normal" AIMD during COMPTUEX, after expending hundreds of thousands of man-hours over 17 months to reestablish a myriad of testing, repair and manufacturing capabilities, as well as associated administrative functions. These capabilities included the first-time support aboard Enterprise for the F/A-18 and H-60 aircraft and the first carrier-based maintenance facility for

the F-14 Low Altitude Navigation Targeting Infrared at Night (LANTIRN) system.

Manned by 217 ship's company and 176 Sea Operations Detachment (SeaOpDet) personnel assigned to nine staff and 28 production work centers in four divisions, AIMD was tasked with the upkeep and maintenance of 29,129 components from the eight types of naval aircraft assigned to nine CVW-17 squadrons; managing 11,319 assets as the ship's consolidated calibration activity; and completing 472 jobs as part of Enterprise's Battle Force Intermediate Maintenance Activity (BFIMA). Additionally, AIMD was responsible for the upkeep of 140 departmental and 49 squadron spaces. This upkeep included the installation of a special intercommunications system in 197 aviation maintenance offices and shops; and the implementation of the Naval Aviation Logistics Command Management Information System (NALCOMIS Phase II).

Aviation-related production resulted in 20,929 components being returned to service, reflecting a 71.8% Ready For Issue (RFI) rate. This effort contributed directly towards embarked squadrons having an overall 86% mission capable rate, completing 13,885 sorties and 22,541 flight hours over a cumulative period of 235 days of air operations. Included in these flight ops were over 700 "high visibility" F-14 LANTIRN missions.

BFIMA-related production resulted in the upkeep and repair of aviation and shipboard equipment from 17 commands. During Operations Joint Endeavor and Southern Watch, AIMD Non-Destructive Inspection (NDI) technicians completed critical recurring inspections on all H-60 and H-53 aircraft assigned to various battlegroup and in-theater naval units. During JTFEX, AIMD calibration technicians successfully repaired and calibrated USS Gettysburg's aft refueling system, which had been down hard for over six months.

Prior to deployment, AIMD was declared fully capable of conducting intermediate level maintenance and providing logistics support by four major TYCOM inspections: Consolidated Aviation Maintenance/Supply Effectiveness Evaluation (CAMSEE); Mine Readiness Certification Inspection (MRCI); Operational Reactor Safeguards Evaluation (ORSE); Maintenance and Material Management (3M) Audit. Inspector

comments cited numerous shops and administrative functions for outstanding readiness.

IM-1

The Administrative Support Division was staffed by 52 ship's company and one SeaOpDet personnel in six work centers performing administrative, quality assurance and maintenance/material management functions for the entire department.

Admin. Prepared and tracked over 15,000 pieces of correspondence, which included 800 evaluations, 732 messages, 400 instructions, 200 awards and 1,100 special requests.

Manpower and Training. Maintained departmental manpower at a 99% manning rate, which included coordinating SeaOpDet billeting with five ashore AIMD's. Also completed 21 Professional Development Boards, 47 reenlistments, 11 extensions and nine special program requests; and conducted first-ever department-wide Maintenance Testing Improvement Program (MTIP) testing and remediation for 330 personnel.

Quality Assurance. Certified five Quality Assurance Representatives (QAR's), five Collateral Duty QAR's (CDQAR's) and 99 Collateral Duty Inspectors (CDI's); reviewed/rewrote 20 Maintenance Instructions; conducted 108 work center audits; issued 63 Technical Directive Changes (TDC's); submitted 54 Naval Aviation Maintenance Deficiency Reporting Program (NAMDRP) reports; issued 72 Aviation Gas Free certificates; and conducted 11 engineering, 24 FOD, 31 mishap and 41 quality deficiency investigations. The Central Technical Publications Library (CTPL) processed 2,500 new publications; issued 1,800 publication changes to dispersed libraries; and trained and audited 21 work center technical publications librarians.

Material Control. Processed 5,400 in-direct support transactions at a cost of \$2.4 million and managed 5,267 Individualized Material Readiness List (IMRL) items valued at \$200 million.

Production Control. Directed and scheduled the induction and testing/repair/manufacture of 29,129 components from eight shipboard departments, nine embarked squadrons and 17 battlegroup/in-theater commands. Production effort resulted in 71.8% RFI rate for the year, with 20,929 components

returned to service. During the deployment, maintained Aeronautical Equipment Service Records (AESR's) on a daily average of 19 aircraft engines and 15 engine modules; and performed over 150 Enhanced Comprehensive Asset Management System (ECAMS) data downloads and tape transfers for VF-103, VFA-81 and VFA-83.

IM-2

The General Maintenance Division was staffed by 45 ship's company and 41 SeaOpDet personnel in 11 work centers, performing testing, repair and local manufacture of powerplant, hydraulic, structural and aviation life support systems' components.

Power Plants. Issued 57 aircraft engines and completed 21 engine cannibalizations. Ran F404-GE-400 and F110-GE-400 engines on the test cell for the first time on Enterprise; successfully troubleshoot and repaired seven F404's during the deployment. Permanently mounted a GTC-100 Air Turbine Starting Unit in the Test Cell, the prototype installation for all other aircraft carriers.

Buddy Stores. Maintained 20 auxiliary fuel stores for VS-30 and VA-75 at a 95% readiness rate.

NOAP. Processed 2,800 oil samples for supported activities, including 212 BFIMA jobs.

Airframes/Composite Repair. Built up 2,600 tire assemblies. Completed 2,800 welding jobs. Performed specialized structural repairs on over 300 components.

Non-Destructive Testing. Completed TAD assignments to eight naval activities in the Arabian Gulf to perform 33 on-site DCB-91 and DCB-94 inspections on H-60 gear boxes and 50-hour inspections on H-53 rotor heads. Performed 1,500 NDI's for embarked squadrons.

Hydraulics. During Arabian Gulf operations, completed intensive nose landing gear slipper seal repairs on 15 F/A-18 nose struts. Also, concurrently accomplished the crucial inspection, testing and repair of 18 A-6E/EA-6B rudder actuators in response to AYB-715.

Aircrew Survival Equipment. Maintained 1,322 pieces of Aviation Life Support System (ALSS) gear for 245 aviators at a 100% readiness rate. Performed 111 BFIMA jobs.

IM-3

The Avionics and Armament Division was staffed by 90 ship's company and 134 SeaOpDet personnel in 16 work centers, performing testing and repair of aviation electrical/electronic and armament systems' components, and the testing, repair and calibration of all test equipment assigned to the ship.

SHOP 1 (Instrument/Cable repair). The installation of shock mounts on the ASM-608 IMUTS seems to have solved its transient vibration problem; no shock-induced bench discrepancies recurred. Both IMUTS test stations had Support Equipment Change 5328 incorporated, which allowed the testing of the F/A-18 ASN-139 Laser Ring Inertial Navigation Unit. Established fixed-wing Night Vision Goggle Sensors (NVGS) and Helicopter Aviators' Night Vision Imaging System (ANVIS) repair capabilities. Maintained five ECAMS data stations for the department and VF-103, VFA-81 and VFA-83.

SHOP 2 (Battery, Generator, E-2C Radar). Installed an alarm system in the NiCAD Battery Locker. Work Center 62C was established as part of the ship's Lead Acid Battery Locker.

SHOP 3 (Fire Control Radar). Relocated the AWM-23 RFTS Fill and Drain Stand to provide better accessibility for F-14 transmitter coolant servicing. Incorporated APM-446 RSTS "upgrade" modification, making the test set a 301 bench. Incorporated USM-636 CASS software change 2343. Set up F-14 and F/A-18 AVTR test suite.

SHOP 4 (FLIR/ATE). The USM-629 EOTS had the Phase III up-grade installed and verified, allowing F/A-18 Laser testing. Established repair capability for the F-14 PTID Weapons Replaceable Assembly (WRA) on the USM-467 RADCOM to support the F-14 LANTIRN system. Had on-site Grumman Tech Rep for deployment to provide direct support of F-14 PTID testing and repair.

SHOP 5 (Vans). Maintained 37 ALQ-99 Transmitter and 30 ALQ-99 Universal Exciter assets at a 95% readiness rate for VAQ-132.

SHOP 6 (2M/SMT). With what was once considered to be a work space too small to handle the work load, technicians working in the parent 2M Work Center and on six satellite 2M stations successfully completed Enterprise's deployment with a dedicated 2M work center, after being recertified by CNAL

during CAMSEE. Also established initial repair capabilities for surface mount repairs and plastic panel repairs and completed installation of the Huntron Silver Disc library, which was gathered from six NAVAIR activities.

Shop 7 (Cal Lab). Managed 11,319 assets and calibrated 2,480 items, supporting 16 activities during the deployment.

SHOP 8 (Com/Nav/ASW/COMSEC). Installed and made operational the ASM-614C test set. Verified the AQM-24B test set. Completed installation of one ARC-182 and two ARC-159 radios located on the bridge. During the deployment, successfully troubleshooted an interference which caused excessive noise at certain frequencies.

SHOP 9 (Module repair). Fabricated a DWG Buster for the USM-484 HTS, providing improved self-testing, troubleshooting and repair capabilities for test bench maintenance.

SHOP 10 (Electrical repair). Installed the SAC-512 (ESATS) station, which provides H-60 support.

SHOP 11 (Electronic Countermeasures). Maintained a pool of 4 ALQ-126B's, 9 ALQ-167 "Bullwinkle" pods and 9 ALE-41 chaff pods at a 95% readiness rate. Also replaced the USM-613 test set with the USM-641 tester.

SHOP 12 (VAST). The ASM-686 Intermediate Avionics Test Station was upgraded by McDonnell Douglas representatives with ECP-441R1. Maintained the Maintenance Assist Module storeroom for IM3; at the end of the year, on-hand inventory was at 87 percent, 400 units shy of a complete inventory.

SHOP 13 (Avionics Corrosion Control). Coordinated two Emergency Reclamation efforts on 46 items.

Shop 14 (TARPS/LANTIRN). Work space was reconfigured to allow for establishment of LANTIRN Work Center. LANTIRN Pods were maintained at 100% availability and flew over 700 missions during the deployment.

SHOP 15 (Armament Equipment). The Armament Equipment Branch was reestablished and performed over 500 maintenance actions, including the repair of six M61A1 aircraft guns, providing 100% armament equipment availability to embarked squadrons. The Armament Equipment Pool arrived on board 29 January.

IM-4

The Support Equipment Division was staffed by 40 ship's company personnel assigned to four work centers, performing upkeep and maintenance on the 425 pieces of ground support equipment required to support embarked aircraft.

W/C 029 (SE Pool). 5,873 transactions were completed. Embarked squadrons enjoyed 100% availability throughout all workups and the deployment, with no sorties being missed due to SE failure or non-availability.

W/C 901 (SE Training and Licensing). 185 Phase I classes were conducted, providing training to 627 personnel.

W/C 910/920 (SE Maintenance). Performed 3,257 maintenance actions, maintaining assigned assets at a 97% readiness rate. Performed preventative maintenance on 41 items from battle group units.

W/C 980 (SE Flight Deck Troubleshooters). During the deployment, six troubleshooters repaired 723 discrepancies, maintaining 72 pieces of flight deck SE at nearly a 100% readiness rate.

COMMUNICATIONS DEPARTMENT

Personnel

Manning remained at four officers and increased to 70 enlisted personnel. The Electronic Data Processing division (OE22) was absorbed into the Communications Department in April 1996 as a result of the pre-supposed stand up of the Combat Systems Department. The additional manpower consisted of JMCIS DS technicians and ASW/JMCIS DP personnel.

Equipment

New C4I technology continued to be added to Enterprise throughout workups and just prior to deployment. Commercial Wideband Satellite Program (formerly Challenge Athena III) was installed just after JTFEX and prior to deployment. This system provided services such as Video-Telemedicine, Medical Teleradiology, E-mail, Sailor Phones, and various Intel support connectivity. The system proved valuable when operational, however, the maximum "on air" time was limited to

an average of 84% due to structural obstructions of the antenna and twice being CASREP'd. Other system installations included Battle Force (HF) E-mail, Advanced Narrowband Digital Voice Terminal, Data Transfer System (ANDVT DTS), BGIXS I/II, and the Tactical Naval Environmental System (replaced TESS).

Communications support

Communications support highlights included:

- a numerical score of 96.7 on the Commander Carrier Group Four Comprehensive Communications Assessment (CCA) toward the Battle E award.

- Satisfactory grade on the annual CMS Inspection

- Support to the USS Kitty Hawk by conducting a SHF Rekey of their military SHF connectivity and our Challenge Athena III.

This provided the Kitty Hawk with four POTS lines and NIPRNET (E-mail) connectivity while they transited through a dead zone of commercial satellite transponder coverage in the Pacific/Indian Ocean.

DECK DEPARTMENT

January - March

One material issue dominated the department's attention, the function of the double probe receivers. At the start of the month, Enterprise was unable to UNREP using the double probe receivers because the lower probe could not be seated. Consequently, numerous commands and activities were involved in developing a solution: COMNAVAIRLANT, Newport News Shipbuilding and Drydock, SUPSHIP Newport News, NAVSESS and COMLOGRU TWO. Further investigation revealed that the pelican hook on station 11A was bent. In order to correct the perceived problem on station 3, the "C" mod was installed, re-piping the double probe receivers. Despite the repairs, the lower probe could not be seated during operational test 10-17 January. Pierside operational tests at month's end finally demonstrated that the receivers worked; material problems were discovered on the supporting oiler.

Newport News Shipbuilding and Drydock spent January repairing and weight testing all of the accommodation ladders.

Of significance was the replacement of accommodation 4 (stern) which was lost at sea in heavy weather.

Enterprise spent most of February at sea. A series of successful UNREPs, in a variety of sea states, validated the sound material condition of the probe receivers. Additionally, Deck Department expanded the number of UNREP teams from two to four, enabling Enterprise to refuel and handle cargo concurrently.

April - June

The foremost readiness issue for Deck Department in April was the receipt of three boat dollies from USS America which was preparing to decommission.

Upon return to Norfolk in May, Deck Department commenced the POM period. The primary issues for POM were liferaft certification, boat delivery, side preservation and equipage loadout. By month's end replacement liferafts were onhand and the boat onload was scheduled for June.

Enterprise was the test platform for a new paint. NAVSEA and COMNAVAIRLANT provided an experimental paint, designed to prevent rust streaking, for ship's force to apply prior to the Mediterranean Deployment.

COMNAVAIRLANT funded Newport News Shipbuilding and Drydock to manufacture and install a replacement dock for the stern. The shipyard spent the month removing the old hinged down platform and its associated housing.

July - September

In August, the department's anchoring skills were put to the test in Cannes, France, a deep water anchorage. The water depth was four times deeper than that experienced previously, requiring 9 shots on deck (only a holding ratio of 3.5:1) and an extremely vigilant anchor watch. The anchor held firm.

Enterprise moored at Souda Bay, Greece, making it the first nuclear-powered aircraft carrier to do so. Much preparation went into this overnight stay. The First Lieutenant flew in early to scout out the pier and verify the soundings alongside. Since Souda Bay has only a small Greek Naval Base, commercial harbor and Naval Support Activity, much effort was required to provide the necessary services to bring a carrier alongside. Tugs were brought down from Piraeus.

The end result was a challenging but well executed mooring, demonstrating a capability for future visits.

Our next port visit was Haifa, Israel. Here the anchor team got plenty of practice since our intended anchorage had been taken by another ship. We anchored three times before settling on the final position on the fourth drop, over three miles from shore. Driving the boats here was a challenge for our coxswains, due to the unprotected nature of the anchorage and the long distance. The drive into fleet landing was a half hour long and the seas were less than perfect. The coxswains got some very valuable experience driving. As their experience increased less damage was inflicted on the boats.

At the start of September, Enterprise visited Rhodes, Greece, an unprotected deep water anchorage which further honed the anchoring teams skills at anchoring in deep water. The ferries were fast and efficient, designed for ocean sailing, and were able to med-moor to the stern barge. Deck Department, as a matter of routine, placed all eight boats in the water and augmented the ferry service. Boating was pretty routine. What was not routine, was trash disposal.

Enterprise sprinted from the Adriatic Sea to the Arabian Gulf September 12-19 at more than 30 knots when the call came to redeploy. The department manned up in port and starboard sections for the entire transit and executed two anchorings, one at Port Said and one in the Great bitter Lake. The transit continued at 30 knots through the Red Sea and Indian Ocean.

October - December

The monotony of patrol was broken by a visit to Bahrain from 7-11 October. Enterprise was the first carrier to ever anchor at Sitrah Anchorage. A very shallow anchorage, the anchor dragged for a while before it buried into the sand. Bahrain was logistically an ideal port for lighterage was plentiful. CHT was pumped into a ship similar to the one in Rhodes. However, this time plenty of barges were available to breast the ship of the starboard side. Despite calm seas, boating was more difficult than in other ports due to the confines of a narrow, twisting channel and the long distance (5,000 yards) to Mina Sulman pier.

November, like September, was a month of transition. It was marked by a port visit to Jebel Ali, UAE, and a return to the Mediterranean Sea. The visit to Jebel Ali was pierside and Deck Department moored the ship for the second time during the deployment.

The transit of the Suez Canal was uneventful. This time Enterprise anchored overnight at Port Suez and in the Great Bitter Lake.

After a direct transit, Enterprise anchored Thanksgiving Day in Naples, Italy, in yet another deep water anchorage.

Enterprise anchored with some difficulty off eastern Bermuda on Dec. 16 for its scheduled Tiger Cruise. The anchor had difficulty holding and dragged for quite some time before it caught.

DENTAL DEPARTMENT

In February, the department initiated and implemented an outstanding program in recognition of National Children's Dental Health Month for Marshall and Green Run Elementary schools, the ship's two adopted schools. COMNAVAIRLANT completed the annual Dental Readiness and Quality Assurance Inspection early in the year with the Dental Department receiving a score of outstanding.

A very successful work-up schedule, highlighted by COMPTUEX and JTFEX, allowed the department to fine-tune its triage and mass casualty skills.

Throughout the deployment over 9,500 patients were treated including 5,100 examinations. The dental readiness of ship's company and the air wing was significantly improved and at deployment's end was 87% for Enterprise and 85% for Carrier Airwing 17. This was an overall improvement of 5% and 22% respectively. The "Big E" Dental Department provided care and assistance to nine additional Navy and Coast Guard ships.

The Dental Department provided the Chairperson for the ship's 1996 Combined Federal Campaign resulting in a phenomenal collection of \$130,677 which was 108% of the ship's goal. It earned Enterprise the honor of the third highest

donator of all commands in the Hampton Roads area, \$34,000 more than the second place carrier.

Enterprise Dental Department became the first underway dental facility to implement and utilize Video Teledentistry in the care of its patients.

October brought the COMNAVAIRLANT Annual Material Maintenance Management Inspection in which the Dental Department scored a 98% with no discrepancies. This was the highest grade achieved by any department.

Enterprise's Dental Department marked a first-ever for carriers when a female dental officer was assigned to the department and completed a six month deployment.

ENGINEERING DEPARTMENT

EA01 - Hydraulics Shop

- essential in ensuring all Enterprise commitments were met in terms of hydraulic support of flight operations.
- maintained and repaired all aircraft elevator flight deck stanchions during the MED/Arabian Gulf deployment, ensuring CASREP-free operations.
- replaced shaft of #2 aircraft elevator servo motor.
- made repairs to replenishment-at-sea winches.
- made repairs to steering gear units.
- tensioned cables of aircraft elevators, divisional doors and deck edge doors.
- made repairs to sliding padeyes
- made repairs to capstan brakes

EA02 - Steam and Heat Shop

- responded to over 3,000 trouble calls.
- performed eight asbestos rip-outs saving the Navy thousands of dollars.
- maintained ship's laundry equipment operational throughout the deployment.
- maintained numerous galley equipment operational contributing to crew's quality of life.

EA03 - Air Conditioning and Refrigeration Shop

- reconfigured ship's AC system for hot weather operations (Arabian Gulf/Red Sea).
- overhauled the following:
 - #3 A/C chilled water pump
 - #3 A/C saltwater pump
 - #1 and #3 reefer compressors
 - #2 saltwater pump
 - #4 saltwater pump
 - #16 A/C aux oil pump
- conducted repairs on the following:
 - 3 A/C chilled water pump coupling
 - 3 A/C salt water pump coupling
 - Forward Reefer System compressors 1, 2, 3
 - Undercounter compressors and stand-up reefers in Wardrooms 1 & 2
 - #3 A/C condenser overboard piping
 - #4, 7, 16 AC compressors' seals

EA04 - BOAT SHOP

- maintained all emergency diesels and small boats in top-notch condition.
- trained all ship's boat engineers and boat officers in small boat operations.
- received grades of "Excellent" on material condition during the April 96 ORSE and the December 1996 ORSE.
- replaced mech seal #3 fire pump.
- overhauled #7 utility boat's engine.
- conducted repairs on #5 and #6 utility boats.
- received "Outstanding" on the TYCOM Diesel Inspection.

EA05 - MACHINE SHOP

- conducted depot level repairs to #4 main engine while underway in the Persian Gulf saving the Navy thousands of dollars in repair funds.
- played the key role in the Battle Force Intermediate Maintenance Activity (BFIMA) concept during the ship's MED/Arabian Gulf deployment. Other achievements include:
 - machined CPR pump couplings for USS Bradley

- manufactured CIWS positioning pin, valve stem,
sheared bolt in breech shaft, 40 deck socket plugs
for USS Mitscher
- manufactured and removed HP piping for USS
Gettysburg
- manufactured four heat exchanger tube sheets for USS
Gettysburg
- manufactured sounding bobs, rails studs and inserts
for USS Jarrett
- conducted repairs to essential propulsion equipment
including:
 - the overhaul of a main circulating water pump
turbine
 - the overhaul of four main condensate pumps
 - the manufacture of an amplidyne coupling for a SSTG
 - the manufacture of reactor plant relief valve
 - the manufacture of backing rings for reactor steam
system
- other contributions:
 - manufactured and installed distance pieces in two
jet blast deflectors
 - manufactured shaft for electronic cooling water pump
 - manufactured a hydraulic valve actuator for missile
launcher
 - manufactured couplings for ship's fire pumps
 - manufactured Level 1 studs for main feed system
 - manufactured pump shaft for #3 A/C unit chilled
water pump

EA06 - 02N2 Shop

- produced and issued 18,000 gallons of LOX and 22,000
gallons LN2 during uninterrupted steaming operations. Met
every commitment for gas/liquid requirements for air wing and
ship's force.
- performed air end overhauls on #7, 10, and 11 HPAC.
- installed forward/aft cryo pump vaporizers while
steaming in preparations for deployment.
- completely rebuilt #11 HPAC 3rd/4th stage.
- overhauled aft N2 cryo pump.
- performed several overhauls of aft 750-gallon N2 tank
vacuum pump due to excessive wear caused by inner tank leak.

- rebuilt 11 air and 8 CO2 absorber valves on aft producer, and 11 air valves on forward producer.
- rebuilt aft reefer unit while steaming underway; completed in 3 days.
- overhauled all forward and aft air drier valves prior to deployment.

EA08 - Catapult Shop

- supported 22,756 aircraft launches.
- passed two Operational Reactor Safeguards Examinations (ORSE), receiving an Above Average during the December 96 ORSE. Significant improvement in catapult valves' material condition noted by NPEB.
- repacked #4 Catapult exhaust expansion joint while underway.
- replaced blown sightglass on #3 catapult accumulator.

EA40 - DCPO Shop

- repaired/overhauled 15 water tight doors.
- cleaned 7,680 filters.
- received a grade of 99% during TYCOM 3M Inspection.
- contributed to ship's damage control readiness.

Support Shop

- Answered and repaired over 10,000 trouble calls.
- Installed amenities to improve habitability throughout the ship: create-a-card, water coolers, soda fountains, and lighting in the ship's gym.
- Expertly rigged lighting for transit through the Suez Canal and to support overseas command functions; installed lighting on the fantail and sponsons for underway replenishment evolutions at night and for illumination at anchor overseas.
- Completing project to identify and label the ship's 110VDC distribution system, which consists of tracing cable runs to determine individual loads supplied from each breaker.

Power Shop

- Performed over 70 motor rewinds/overhauls over the deployment as part of the BFIMA service to the USS Enterprise Battle Group.

- Completed 124 motor bearing replacements affecting ship's ventilation and other vital systems.
- Performed emergent repairs to two jet blast deflectors to promptly restore flight operations.
- Enhanced repair capabilities by installing a pipe bender, five welding machines, and a sheet metal cutter.

Battery Shop

- Completely overhauled all ice machines, juice dispensers, soda fountains, and ice cream machines on the aft mess decks.
- Answered and repaired over 300 galley trouble calls.

Alarm and Warning Shop

- Overhauled valve position indicator circuit 'VS' and intrusion alarm circuit 'DL'.
- Groomed hydrogen sulfide detection system.
- Ensured all propulsion plant alarm and warning systems were fully operational during deployment.

Navigation Shop

- Maintained reliability of the Wind Direction and Speed Indicating System for flight operations during deployment. Emergent work on the system entailed replacement of two wind detectors and complex system trace to identify incorrectly labeled selector switches in the pilot house.
- Replaced two defective rodmeters in the ship's underwater log.
- Repaired a major wiring discrepancy in the aft IC switchboard for the ship's control console critical gyrocompass repeater.
- Completed IMA-level repairs to gyrocompass repeater for the USCG Morgenthau in the Arabian Gulf.
- Completed test alignment of the ship's steering control and indicating system usually accomplished on the depot level.

Sound Powered Phone and J-Dial Shop

- Installed four multiplexers to expand the ship's telephone system and eliminate the need for party lines.
- Provided 'sailor phones' throughout the deployment by interfacing the Definity 75 system with Challenge Athena.

- Allowed uninterrupted telephone access while inport overseas by interfacing the T-1 Modem with the ship's telephone system.
- Enhanced flight deck safety by designing and installing a sound powered telephone circuit as an auxiliary to the Arresting Gear and Barricade '6JG' circuit.

MC Shop

- Repaired numerous casualties to the ship's General Announcing System during deployment without the benefit of complete technical documentation.
- Repaired the Machinery Control Announcing system '26MC' after a fire disabled the unit.
- Provided reliable mobile public address services for countless ceremonies over the course of the year.

Distribution

- Completed depot-level repairs on #4 SSTG amplidyne.
- Performed emergent repairs to #2 and #4 SFMG voltage regulators.
- Removed, rewound and remounted #4 MMR exhaust ventilation fan and #4-1250 cfm LPAC motors.
- Logged over 4500 man-hours of training and qualified all personnel in senior-in-rate watchstations ahead of schedule.

Aviation Electrical Support

- Replaced all AESS switches on the flight deck with water-tight pushbuttons to ensure safety and reliability.
- Installed 28VDC rectifier in AIMD Jet Shop to power jet engine test cell.
- Performed emergent work to restore AWG-9 fire control test bench.

Flight Deck Lighting

- Installed updated aircraft elevator blue safety lights and white flood lights.
- Performed numerous emergent repairs to the ship's aircraft, pilot and island elevators and weapons and store conveyors.

- Maintained 100% flight deck lighting readiness throughout the deployment.
- Awarded best holiday lighting display of the CVN's on the waterfront.

EXECUTIVE DEPARTMENT

Command Information Program Management

The command improved Career Information Training Course attendance for supervisors by 6% to a level of 94.9%.

RETENTION STATISTICS

	<u>Eligible</u>	<u>Not Eligible</u>	<u>Reenlisted</u>	<u>Gross%</u>	<u>Net %</u>
First Term	502	157	294	44.6	58.5
Second Term	100	16	67	57.7	67
Career	150	23	137	79.1	91.3

The command developed a comprehensive audit plan for each department retention program. This has decentralized the counseling efforts from the command department counselor level to the department/division counselor level.

Educational Services Office

- Commissioning Programs (applied/selected):
ECP 3/1; BOOST 3/1; NROTC 1/1; OCS 2/2
- Navywide exams administered: 2,968
- Personnel completing PACE courses: 637, (over 1,911 credit hours earned)
- Personnel completing PACE (computer) courses: 35
- Personnel completing Academic Skills: 143
- Personnel enrolled in Navy National Apprenticeship Program: 170/Graduated: 6
- Personnel enrolled in Independent Study courses: 15
- Established Big E Navy Campus in September. Administered 234 credit by
examination tests including: CLEP, DSST and ACT PEP.
Administered 68
college entry exams including: SAT, ACT, GMAT and GRE.

Master-At-Arms

-USMC Detachment reported aboard 3 Aug.

Public Affairs Office

-LCDR Denny Moynihan is the Enterprise Public Affairs Officer.

Inport visitors (Norfolk, Jan-Jun): 954

Special events:

21,420 - Ship Visit (2 days in Ft. Lauderdale)

676 - Tiger Cruise

Overseas inport visitors: 7,750

Total inport visitors: 30,700

Significant visits:

16 Jul (Day) - ADM Smith (CNE), VADM Abbot (COMSIXTHFLT), Ambassador Frowick (OSCE) and NATO general officers.

2 Aug (Day) - LGEN Liener (Swiss Army COS).

24 Aug (Day) - Hungarian Parliamentarians: Mr. Demeter, Racsikai, Pallag and Korois.

26 Aug (Day) - Benjamin Netanyahu (Israeli PM) and wife.

9 Sep (RO1N) - ADM Lopez (CNE) and VADM Abbot (COMSIXTHFLT).

5 Oct (Day) - VADM FARGO (COMFIFTHFLT).

9 Oct (Day) - James Baker (former Secretary of State).

9 Oct (Day) - Crown Prince of Bahrain.

28 Nov (Day) - Gen. Shalikashvili (CJCS) and wife.

20 Dec (Day) - John Dalton (SECNAV).

Dvs embarked during deployment: 305

Media embarked during deployment: 100

Media phone interviews during deployment: 94

INFORMATION SYSTEMS DEPARTMENT

April - June

CDR Scott A. Bernard reported onboard and formed the new Information Systems Department whose mission was to support Automated Information Systems on board Enterprise.

The Automated Technical Information System (ATIS) was installed as part of the Shipboard Non-Tactical ADP Program (SNAP) and made operational for supported users. This system uses state-of-the-art CD-ROM Jukebox with the capacity to hold 480 CD-ROM's for quick access to shipboard maintenance manuals and reference materials. Seven additional drives were installed and support non-ATIS CD-ROM's for referencing information from FEDLOG, shipboard computer based training, Microsoft Office, and computer technical references.

The Fleet Communications Package (FCP) was installed to support shipboard connectivity to the Internet and World Wide Web. This included "firewall" software to ensure security of the system from unauthorized access.

The Combat Systems Casualty Control System (CSCS) was installed for the documentation, diagramming and tracking of combat system electronic, electrical and cabling connectivity.

NAVMASSO completed system groom prior to deployment.

July - September

Installed, configured and implemented the new Pegasus Electronic Mail software supporting 350 users comprising ship's company, air wing and staff personnel. This saved \$20,000 in software procurement by using a free and fully supported e-mail package and moved Enterprise from a DOS based e-mail to a Windows product which supported Internet e-mail usage. User Manuals were created and distributed shipwide. Individualized training was conducted for all Department Heads and over 100 other users.

Implemented new Enterprise instructions for Internet and World Wide Web access as well as Virus Scan procedures command wide.

Reconnected or moved over 30 LAN drops to support air wing, staff and shipboard operational needs for deployment.

Identified and completed software configuration changes for NAVMACS to be accessible on all four LAN segments when originally isolated to access on Segment A only.

Installed 100% departmental Administration offices with MS OFFICE suite to enable easier distribution of files in the same format.

Completed Tech Assist visit with NAVMASSO to troubleshoot system hardware and software problems. Reviewed and received additional training on SUADPS for both operators and data base managers. Verified system software releases were current and tape library complete.

October - December

Supported Supply Department in the end-of-year financial close-out processing.

Completed documentation for the Life Cycle Management Baseline of the Enterprise LAN encompassing workstations, repeaters, servers, fan-out boxes, routers and printers.

Completed over 893 trouble calls for computer problems including software, hardware, connectivity, printers, and scanners during the six month Mediterranean deployment.

Identified, configured and implemented new remote dial-in access for the Commanding Officer and required Department Heads to enable uninterrupted electronic e-mail access while TAD.

LEGAL DEPARTMENT

Legal Department provided a wide variety of legal services to Enterprise crew members, Carrier Air Wing 17 and the other commands that deployed on Enterprise.

Enterprise sent six Sailors to Special Courts-martial, all of whom were convicted. Four received Bad Conduct Discharges. Ten Summary Courts-martial were conducted onboard. In a decrease of about 40% from 1995, only 565 report chits were generated resulting in 307 personnel receiving non-judicial punishment during 55 Captain's Mast hearings. After the Disciplinary Review Board was convened

during the Spring 1996, all the report chits were reviewed by the DRB.

Enterprise administratively separated 176 Sailors during 1996 for a variety of reasons including personality disorders, minor misconduct and serious misconduct. Of those 176, 106 received Other Than Honorable Discharges.

Seventy-three Enterprise Sailors were convicted of a variety of civilian criminal offenses, mostly in traffic court.

During an extremely busy Legal Assistance year, over 2,765 personnel received powers-of-attorney and notarizations.

Over 500 received legal assistance including 220 personnel receiving wills.

In the area of JAGMANs, seven JAGMANs were completed and 25 line of duty investigations were conducted.

During the deployment and COMPTUEX, 315 personnel were placed on various types of liberty risk ranging from Class Charlie, in which personnel were not allowed off the ship, to Class Alpha, which prohibited alcohol consumption and placed an earlier than normal curfew on the crew member. The Legal Officer also settled over 20 claims against personnel during deployment while in foreign ports.

MAINTENANCE DEPARTMENT

Maintenance Support Center

1996 continued the automation of MSC. Allowance Parts Listing, Haystacks III software CD-ROM, and Automated Technical Information System CD-ROM Juke box were introduced. Haystacks III Allowance Part listing provided the Maintenance Support Center Technician with additional means of assisting ship's force personnel in the research of needed Allowance Parts Listings. The Automated Technical Information System (ATIS) allowed MSC and ship's force personnel within their perspective work center, via Local Area Network (LAN), access to all technical manuals and drawing information. This included the capability to print both technical manuals and drawings.

An assist visit from Applied Technical Systems (ATS) resulted in excellent grades across the board. Over 10,500 publications were inventoried and verified. There were 3,024 additions, 612 installed changes, 2,025 documents deleted, 1,139 new documents requisitioned, and 1,039 receipts processed. The Ship's Drawing Index (SDI) was inventoried and 11,422 aperture cards verified.

The ship's COSAL was updated with over 4,500 pen and ink changes, 12 Automated Shore Interface (ASI) tapes were processed, and 1,237 problem worksheets were completed, including hands-on validation of the equipment. There were 129 Alteration Equivalent Repair (AERs) reviewed, ship-checked and processed.

Maintenance Material Management (3M) office accomplished the following:

- Two COMNAVAIRLANT (CNAL) 3M Training Assists were conducted onboard 29-31 January and 15-19 April. The January assist noted weak tag-out procedures; poor electrical safety PMS on Personal Protection Equipment; and the need for greater attention to detail in the preparation and upkeep of PMS quarterly boards. The April assist noted great improvement in PMS administrative practices. Weak areas were tag-out procedures and hazardous material handling and disposal.

- A formal CNAL 3M Inspection was conducted 17-21 October with a passing grade of 84. This was the first CNAL inspection held on Enterprise since the completion of the refueling overhaul. The inspection team noted great improvement in all areas since the recent training assist visits.

- Planning and Engineering for Repairs and Alterations of Aircraft Carriers (PERA CV) conducted two "scrubs" of the CSMP, cleaning up approximately 2,000 completed and invalid jobs, and reviewing all work center EDLs. The overall review was satisfactory.

- The Organizational Maintenance Management System (OMMS) database was reduced from 800 to approximately 550 users. Emphasis was put into "hands on" training with the implementation of a locally generated users guide.

- 469 Technical Feedback Reports were submitted to improve work center PMS requirements.

-The ship's Zone Inspection Program was taken over by the 3M office this year. The entire program was reorganized with a re-zoning of the entire ship allowing for a smoother flowing inspection routine.

Quality Assurance accomplished the following:

The Quality Assurance division includes Ship's Quality Assurance for non-propulsion plant controlled work, Nuclear Quality Assurance for propulsion plant maintenance, and the Non-Destructive Testing.

The Ship's Quality Assurance provided training and qualifications for over 75 Quality Control Inspectors (QCI), 5 Controlled Material Petty Officers (CMPO), and reviewed and approved over 200 Controlled Work Packages.

The Nuclear Quality Assurance provided training and qualifications for over 80 Nuclear Quality Assurance Inspectors (NQAI), 10 Nuclear Quality Assurance Supervisors (NQAS), and 900 Nuclear Cleanliness Workers, as well as reviewing and approving over 100 propulsion plant Controlled Work Packages for ship's force accomplishment.

The Non-Destructive Testing Lab dramatically improved their capabilities for onboard testing, which allowed ship's force welders and brazers to achieve qualifications locally and has provided testing support for a myriad of nuclear and propulsion plant jobs. Their efforts have directly contributed to the ship saving over \$750,000 by performing maintenance tasks that are normally deferred to a depot level activity, as well as Battlegroup Maintenance Support.

MARINE DETACHMENT

January

26 Shipboard Color Guard Detail, Change of Command, CVW 17.

February

2 Color Guard Detail, Change of Command, USS Enterprise.

7 Burial at Sea Detail.

7 VBSS Exercise ISO SEAL Team 8 to USS Supply.

March

7 VBSS Exercise ISO SEAL Team 8 to USS Supply.
10 VBSS Exercise ISO SEAL Team 8 to USS Supply.
10-13 CSAR Exercise w/SEAL Team 8.

April

30 VBSS Exercise ISO SEAL Team 8 to USNS Kanawha.

June

Change of Command Ceremony, Marine Detachment.

July

5 VBSS Exercise ISO SEAL Team 8 to USS Bradley.
7 VBSS Exercise ISO SEAL Team 8 to USS Klakring.

September

9 VBSS Exercise ISO SEAL Team 8 to USS Mitscher.
10 VBSS Exercise ISO SEAL Team 8 to 2ndLt John P. Bobo

November

7 Marine Corps Ball with U.S. Embassy, Dubai in UAE
11 VBSS Exercise ISO SEAL Team 8.

MEDICAL DEPARTMENT

Milestones

There were some exciting firsts in Navy Medicine accomplished on board. They were:

Physical Therapy - A demonstration project was conducted on board to test the feasibility, benefit and effectiveness of having a physical therapist aboard a carrier or other large ship. The goal was to improve mission readiness by preventing (through education) and minimizing (through high quality medical treatment) lost work days due to musculoskeletal problems. Approximately 40% of sickcall patients are seen for musculoskeletal injuries. Over 50% of those were evaluated and treated by the physical therapist. A significant amount of dollars were saved due to the reduction of light duty days (1,344 saved) and the avoidance of musculosurgical Medevacs.

Dietician - A dietician was aboard Enterprise the entire deployment to conduct a research project on the effectiveness of a standardized shipboard weight control program. The study involved 47 crew members, each eager to participate in this program. At the conclusion of the deployment, preliminary results were encouraging. The dietician is keeping in close contact with Medical Department and the participants of the study, and more conclusive results are expected in the future.

Telemedicine - As Navy Medicine strives to provide the best possible medical care for Sailors at the deckplate level, technology must accompany that drive. Just prior to the ship's deployment, Video Tele-Conferencing equipment (VTC) was brought on board. With VTC aboard, the Medical Department was able to obtain patient consultation with the experts of any field of medicine without leaving the ship. Person-to-person, face-to-face conferencing performed during the deployment significantly raised the quality of care provided to the Sailors while at sea and avoided the need of costly and readiness hindering medevacs.

An added benefit of Video Telemedicine was TeleBaby Bonding. Arrangements were made through the Ship's Nurse and Portsmouth Naval Medical Center to have a conference between the mother and baby at Portsmouth, and the proud new father aboard ship. The added benefit was a tremendous moral lifter for the whole crew.

Teleradiology - Prior to deploying, equipment was installed in Ward II which gave the department the ability to digitize x-ray films and send them electronically, via satellite, to either Naval Medical Center, Portsmouth or National Medical Center, Bethesda. This provided for a near immediate reading of x-rays by a radiologist. Of 2,000 digitized X-rays, 200 were sent out electronically. The rest were kept on cassettes for reading by a radiologist, once the ship returned to homeport.

Composite Health Care System (CHCS) - In addition to the technological advancements made by VTC and Teleradiology, a more basic and extremely useful tool called CHCS was brought on board in June/July 1996. This network program, used by all Military Treatment Facilities (MTF), significantly raised the management and operation of the Medical Department. The process of logging in patients and morbidity tracking, and

ordering lab tests, medicines or x-rays were simplified and quicker through the use of CHCS. Throughout the year, Medical Department maintained an above 90% compliance rate for Birthday Review.

Enterprise was nominated and selected one of two finalists for the Naval Health and Environmental Center's 1996 Award for Command Excellence in Health Promotion among operational commands afloat. Several Medical Department staff members served on the Command's Health Promotion Program Council and was responsible for several program elements - weight control, tobacco use prevention and cessation, cholesterol, high blood pressure, alcohol and substance abuse prevention, health risk appraisal, as well as occupational and environmental health elements including cancer prevention and immunizations.

Sickcall/Treatment Room

More than 14,188 patients were treated in sickcall and the treatment room, an average of 1,182 patients a month. This is an increase of over 10% from 1995. There were over 100 medical emergencies on board in which the Medical Response Team responded. To test the medical staff's ability to handle medical emergencies, 37 Medical Response Team Drills and 13 Mass Casualties Drills were performed throughout the year.

On 25 Oct. the Medical Department responded to an actual mass casualty when an H-60 crashed into the ocean while operating in the Arabian Gulf. Twelve souls were involved with three deaths and multiple injuries. The department's handling of initial triage and treatment of the injured as well as decedent affairs and critical incident stress debriefings was considered outstanding by those who observed from the outside.

Pharmacy

The pharmacy filled more than 22,893 prescriptions, an average of over 1,900 a month. Over-the-counter medication requests exceeded 15,680 for the year. The combined totals represent over 38,573 times medications were dispensed.

One major change which effected timely service for patients receiving prescribed medications was the introduction of CHCS. As soon as the doctor wrote the medication order,

the pharmacy received the prescription and the printer automatically printed the label. Waiting time for drug prescriptions was virtually eliminated.

Laboratory

Two advance Laboratory Technicians headed the busiest afloat laboratory in the Atlantic Fleet during 1996. Our lab performed more than 50,000 test procedures. During the 21-day CJTFEX, over 2,000 DNA samples were collected, bringing the command readiness to greater than 85% prior to the Mediterranean Deployment. More than 5,000 HIV samples were collected and sent to the reference laboratory. During the deployment over 2,000 lab samples were sent for testing to Bahrain Naval Medical Clinic, Sigonella Naval Hospital and Naples Naval Hospital. After the implementation of the CHCS system, data collection for morbidity was very easy to maintain.

Immunizations

A total of 7,484 immunizations were given in 1996. They included tetanus, typhoid, influenza and yellow fever. In addition, 2,827 PPD tests were administered as part of the Tuberculosis Control Program.

Aviation Medicine/Physical Examination Office

Aviation Medicine had 7,784 patient visits. During the deployment alone, Aviation Medicine was responsible for 3,569 audiograms and 1,166 physical examinations. These physicals ranged from flight, periodic, separation, retirement, special schools, radiation health, and applicant exams. There were 699 screenings consisting of flight deck physicals, explosive ordnance handler and driver physicals, re-enlistment screenings, overseas screenings and security clearances. Also performed were 119 manifest refractions. 566 pairs of glasses were fabricated on board and 634 pairs of glasses were ordered through NOSTRA.

Preventive Medicine

Numerous inspections were performed. They include: 58 occupational physical examinations, 1,020 respirator medical screens, 636 food health physicals, 4,860 potable water tests,

240 food sanitation inspections and continuous CHT System Sanitation and Habitability Inspections. Additionally, 83 pest control surveys and treatments were conducted on numerous spaces with impromptu sanitation training given routinely. Numerous classes were provided to the crew, including: Food Service Attendants, Mess Cooks and annual CHT and potable water system sanitation.

Preventive Medicine also supervised the mass influenza immunization for the entire ship's crew, air wing and battle group staff. Through their diligence, a compliance rate of over 94% was attained.

The Norwalk Virus study was performed during an outbreak of viral gastroenteritis, shortly after departing Rhodes, Greece. 450 were evaluated and treated for gastroenteritis.

225 personnel were placed on sick-in-quarters. The Norwalk Viral Study was initiated. 30 specimens of acute and convalescent sera were taken and sent to Naval Medical Research Institute (NMRI) for viral studies.

Radiation Health

Two Operational Reactor Safeguard Examinations were done. Additionally, 3 visits from the Navy Propulsion Mobile Training Team (NPMTT), one External Audit, and one Internal Audit were performed. The overall grade for Radiation Health, combined with Reactor Administration, was Satisfactory during the last ORSE. Numerous comments were made concerning the marked improvement over the last two ORSE evaluations.

Throughout the year, the Radiation Health Office performed 330 Radiation Worker physicals, processed over 790 TLD requests and 55 Dose Investigations/Dose Estimates and managed a Radiation Health Program of over 1,200 personnel.

Inpatient Ward/Intensive Care Unit

310 patients were admitted to the Ward and ICU during four at-sea periods in 1996. Admissions ranged from Same Day Surgical Procedures (admissions in the morning and discharged the same day - normally for diagnostic and minor elective surgical procedures) to several day inpatient monitoring periods. Lengths of stay on several occasions exceeded 10 days.

Radiology

Tremendous advancements were made in the radiology work center, primarily due to the installation of Teleradiology. We are now capable of converting x-ray film into a digitized file and sending it, via satellite, to either Naval Medical Center, Portsmouth or National Naval Medical Center, Bethesda.

At either location, the x-ray can be examined and a reading sent back to the ship so diagnosis and treatment of patients can be expedited. The equipment was installed at the beginning of the deployment.

2,038 patients received some type of diagnostic radiological test, totaling 6,344 x-rays (including x-rays taken by the portable unit). During this time, the radiology work center maintained an average Repeat Rate of less than 4%.

Counseling and Assistance Center (CAAC)

In compliance with a new Navy directive, all CAACs have been incorporated into medical departments or medical treatment facilities. On 16 May, Enterprise's CAAC Office was transferred to the Medical Department.

The Command CAAC evaluated 193 clients for alcohol abuse/dependency in 1996. There were six Level I (20 hour) Alcohol-IMPACT classes and six Level II (80 hour) Outpatient Counseling Programs for Alcohol Abuse conducted throughout the year. In addition, the CAAC conducted five American Cancer Society Smoking Cessation Programs and held weekly Aftercare Group Counseling Sessions.

Medical Administration

Medical Administration logged and tracked more than 1,476 sick-in-quarters chits. One of the most daunting administrative problems was managing requests for medical specialty consultations. More than 505 consults were arranged, a drop from the previous year due to the six month deployment. Over 760 medical screening for security clearances were processed. 200 personnel were screened for shipboard and aircraft firefighting training courses. 227 non-naval health care claims were processed, assisting 171 crew members in the liquidation of medical bills received outside military medicine.

One of the responsibilities of Medical Administration was the oversight of the Birthday Review Program. Enterprise surpassed CNAL standards of 90% compliance for every month in 1996.

NAVIGATION DEPARTMENT

Prior to Enterprise's deployment, the ship was one of the first carriers to convert ships control displays from analog to digital with Eaton Corporation's Ships Control and Display System (SCDS). This cardinal change in displays replaced time tested technology with extremely accurate computer displays that integrate all ship's control inputs including relative wind, ship's course, rudder angle, engine and propeller order telegraphs into two personal computer size screens. Formerly, all of this information required several banks of instruments mounted on the Bridge bulkhead. The current configuration has the displays located in five locations on the Bridge with two independent computer systems connected via Ethernet. The new displays are easier to read and interpret in addition to being highly accurate.

The Navigation Department was responsible for the safe navigation of over 50,000 nautical miles on the deployment and 29 challenging sea details while entering and departing from 14 port visits.

Among those visits were two noteworthy "firsts." Enterprise was the first nuclear powered aircraft carrier to moor pierside in the Mediterranean Sea at Souda Bay, Crete. Enterprise was also the first aircraft carrier to anchor in the island nation of Bahrain in the Arabian Gulf. The Navigation Department also safely transited the Suez Canal, both north and southbound.

OPERATIONS DEPARTMENT

Air Operations

Carrier Air Traffic Control Center (CATCC) conducted a total of 6,910 fixed/rotary wing approaches in support of COMCRUDESGRU TWELVE, CVW-17 and Enterprise operations for a total of 13,198 traps (8,150 day/5,048 night). A total of 13,837 sorties were flown from the deck of Enterprise culminating in 25,060 flight hours. Additionally, the Air Transfer Office (ATO) was responsible for the movement of 9,755 passengers, 486,454 pounds of mail and 772 tons of cargo.

Combat Direction Center

The Combat Direction Center successfully completed COMPTUEX, CJTFEX-96 and had a very impressive Mediterranean/Arabian Gulf Deployment. Responsible for directing and supporting carrier flight operations as well as the protection of Enterprise and escorts, the Combat Direction Center played a pivotal role in allocating, tracking and utilizing the limited Carrier Air Wing and battle group assets available in both real world and exercise situations. "Combat" acted in support of all four warfare commanders during work-ups and the cruise, providing timely data and decision making expertise to each warfare area. Additionally, Combat personnel performed the duties of USWC, AWC and SUWC at various times during the deployment. All four modules directly supported the warfare commanders on a daily basis. The Combat Direction Center supported Operation Joint Endeavor and Operation Southern Watch as well as exercises: Shark Hunt 96, GULFEX-97-1 and several smaller joint exercises.

OI Division supported the SUWC and COMENTBATGU as Force Over the Horizon Track Coordinator linking all battle group assets into a coherent, readily useable plot. Upon entry into the Arabian Gulf, OI Division seamlessly entered into CENTCOM AOR operations immediately becoming a viable partner in complex dual carrier operations. OI Division provided real-time targeting coordination and traffic deconfliction in

support of all warfare commanders. Of particular significance was the performance of the OI FOTC operators who provided critical expertise in Force Over the Horizon Coordinator training for all blue forces in the battle group. The OI Division also acted as Air Resources Element Coordinator maintaining a watchful eye on Carrier Air Wing 17 aircraft and providing coordination for the safe return to force of battle group assets. Air Direction Controllers maintained vigilant watch over air traffic supporting the Air Warfare Commander and provided security and identification for all non-organic assets that operated within the vicinity of ENTBATGRU.

OT Division participated in six major exercises during the deployment. Acting as USWC, the USW Module directed the operations of four different submarine classes and surface units as well as a variety of USW aircraft, both organic and non-organic. The USW Module was the lead element during the planning and execution of TRANSLANT 96, OLYMPIA 96, and the multi-national GULFEX 97-1 submarine exercises. Acting as USWC during these events, the USW module coordinated waterspace, developed and tested new and innovative tactics, and implemented the overall concept of operations for each action. OT Division took the lead in several successful operations against various targets of opportunity including Ohio, Los Angeles, Narwhal, Sturgeon, and Ben Franklin U.S. submarines as well as two NATO submarines. Additionally, the Enterprise USW module was responsible for the maintenance of the entire Mediterranean sub-surface picture for the battle group staff.

OW Division assisted the embarked C2WC acting as EW Control ship for the entire battle group. Responsible for maintaining the critical Blue Force Database in theater, the OW Division played a decisive role in early detection of potential enemy forces in both real world and exercise scenarios. The OW Division contributed to the development of COMENTBATGRU C4I Standard Operating Procedures and Doctrine and directly supported the embarked Air Wing in its evaluation of CVW-17 ASMD TACPRO. The OW Division totally refurbished the entire MK-36 SBROC Decoy Launching system saving the Navy over \$40,000 in the process and had 100% success in multiple test firings during deployment. Additionally, OW successfully completed a complex depot level overhaul of the WLR-1H(V)5

electronic surveillance system during a demanding and arduous at-sea period during deployment.

Intelligence

Functioning as a Joint Intelligence Center Afloat, the intelligence team, comprised of CRUDESGRU 12, Air Wing 17, and Enterprise staff and ship's company personnel, used the most robust intelligence package of system tools available in its 35 year history. From processing national imagery to conducting SCI high video teleconferences, Enterprise was able to provide more comprehensive support to joint and fleet commanders during its 1996 deployment than ever before.

Although installed well beyond the Target Configuration Date, Enterprise used some of the Navy's most sophisticated intelligence systems to support battle group operations. Between COMPTUEX and CJTFEX when SUPPLOT, the ship's intel information hub, began integrating with other Enterprise intel and combat work centers, LOCE (linked Operations Centers Europe), GBS (Global Broadcast System), and TOPSCENE systems were installed. LOCE enabled Enterprise to tap into EUCom intelligence products and communicate with other EUCom assets.

GBS provided Enterprise with unique UAV video feedback of key Bosnian installations, but just as importantly accessed CNN Headline News to keep the battle group abreast of public political opinions. TOPSCENE was an exceptional tactical tool which assisted the pilots in area familiarization and allowed them to simulate mission routes prior to actually flying them over Bosnia and Iraq. Other intelligence systems available for use in 1996 include JSIPS-N (Joint Service Imagery Processing System-Navy), JMCIS (Joint Maritime Command Information System), JDISS (Joint Deployable Intelligence Support System), TIMS (Tactical Information Management System), S-TRED (Standard Tactical Receive Element Display), TIBS (Tactical Information Broadcast System), STIMS (Shipboard Tactical Information Management System), CLUSTER KNAVE, Vexcel Scanner, and TAMPS (Tactical Air Mission Planning System). CJTFEX also required that a joint US/UK JDISS be temporarily installed.

Two of these modern systems actually drastically impacted the operations of CVIC and the battle group. First, the most useful systems tool was JMCIS. JMCIS processed and displayed

integrated intelligence and operational information for intelligence and combat systems operators and managers, often assisting decision makers choose the most effective courses of action. Secondly, the installation of JSIPS-N just before deployment and its continuous use thereafter revolutionized the afloat imagery processing procedures. The change was so significant that Enterprise became the national imagery processing facility for shore facilities lacking this capability. In fact, NAVCENT relied on Enterprise's ability to quickly receive, then process national imagery and push it ashore for further analysis. Images that would not be available for days to weeks were now readily received within hours of actual coverage. JSIPS-N also became the key element in tracking maritime sanction violators, target analysis, and monitoring potential threats to battle group assets. A third equally impressive result of the equipment modernization which occurred in the past year was the ability of MSI and Photo to process over 18,850 feet of TARPS imagery and pushed it to planners ashore using JDISS in support of Desert Strike and Decisive Endeavor. This particular capability ensured the shore commands had the latest tactical imagery to best plan the next tactical operation.

Like CVIC, SSES enjoyed an arsenal of powerful system tools during deployment. JATACS provided an SHF digital communications link and advanced cryptologic analysis capability while BINOCULAR enabled Enterprise to receive near real-time reporting of Tactical Cryptologic Information (TCI) from the Former Republic of Yugoslavia. Likewise, WRANGLER access enhanced intelligence analysis by allowing on-line pulls from a near real-time national ELINT database.

Besides conducting analysis, Intelligence Function also supported non-intelligence related activities. The photo lab completed more than 3,000 photographic jobs in support of media events, end of cruise briefs, VIP visits, battle group photo-ex's, and investigative work. Up to 200 images were processed by the new Digital Photo Lab and sent to CHINFO in an effort to keep Americans apprised of Enterprise battle group operations. Israeli Prime Minister Benjamin Netanyahu, former Secretary of State James Baker, the Crown Prince of Bahrain, COMSIXTHFLT, the IFOR Commander, and the Chairman of the Joint Chiefs of Staff are among a few of the dignitaries

photographed by OP Division which received widespread media coverage.

Electronic Material Division

OEC Division

Communications (OEC) Division completed installations to enhance the communications and tactical capabilities of the command and improved the reception of television signals while deployed worldwide. OEC Division also improved the safety awareness of department personnel by implementing an extensive training program. Specific accomplishments include:

- Replaced the four channel INMARSAT communications system with the Challenge Athena III system. This gave the command greatly improved capabilities for transmission of digital data through a T1 channel over commercial wide band satellites and enhanced timeplex.
- Upgraded the AN/WSC-6 SHF transceiver antenna from a four foot dish to a seven foot dish, increasing both the gain and the bandwidth.
- Obtained Battle Force e-mail capabilities by the installation of a server and two client computer systems in Radio Central and Flag Operations. The system, using HF and UHF transceivers, entails high speed modems and encryption/decryption devices for secure communications.
- Installed a Direct TV system and modulators to enable Enterprise to receive seven commercial TV channels via satellite while deployed worldwide. Installed JBS digital TV system to allow reception of an additional four channels of TV.
- Installed and implemented the MTRF (Module Testing and Repair Facility), enabling Enterprise to repair electronic sub-assemblies which otherwise would be replaced. This resulted in a faster turn around time for repairs and savings of over \$60,000 during the Mediterranean/Arabian Gulf Deployment alone.
- Developed and implemented a department wide training program on the proper use and safety precautions to be employed when using portable electric tools.

OEM Division

Missiles (OEM) Division continued to train to further develop their personnel into a self sustaining, self defense maintenance division. Specific accomplishments include:

- Conducted extensive proficiency training for personnel during CJTFEX and COMTUEX.
- Performed extensive grooms to all firecontrol systems and radars prior to the Mediterranean deployment.
- Conducted successful PAC Fires on all three CIWS mounts and a TDU exercise during CSSQT. NSSMS intercepted two BQM-34 drones during FEP, achieving skin-to-skin kills in both telemetry and war shots. This resulted in successful NSSMS certification.
- Conducted CSRR and Pre-deployment grooms on MK 23 TAS, AN/SPS-48C, NSSMS, and CIWS, affording OEM personnel the opportunity to gain valuable technical training and assess the battle readiness of all firecontrol systems prior to departure on Med 96-2.
- NSSMS, and CIWS conducted two successful Tracking Exercises with embarked squadron aircraft during deployment.
- Enterprise experienced extraordinarily high system up times throughout the deployment due to the extensive technical knowledge of the maintenance personnel. This technical knowledge proved vital when a TAS failure, diagnosed as a bad rotary coupler, was experienced. The rotary coupler replacement, normally a pierside depot level job, was performed by OEM's TAS Technician while at anchorage.
- In the Arabian Gulf, a heightened state of readiness, and increased watchstanding requirements were maintained resulting in all CIWS mounts and all NSSMS rooms being manned 24 hours a day.
- Received an overall divisional average of 92.28% during TYCOM's 3M inspection.
- Following MED outchop, all ordnance was downloaded, culminating in a successful Mediterranean/Arabian Gulf deployment.
- The AN/SPS-48C ripout commenced during the December POM period.

OER Division

Radar Division (OER) trained and maintained surface, navigation and air search radar systems at peak levels of performance throughout 1996. Significant accomplishments include:

- Installed and maintained the Electronic Chart Display Information System (ECDIS) in the Pilot House. This system provides automatic charting capabilities for the Bridge watch personnel during underway periods.

- Installed and maintained a Digital Flux Compass, which simulates a magnetic compass without being affected by surrounding metallic objects.

Strike Operations

January

ISE VCOA- (10-17 January)

CSRR- (21-30 January)

February

NPMTT Mock ORSE (6-9 February)

TSTA III (12-18 February)

FEP (18-20 February)

COMPTUEX Phase I/II PROA (21 February-1 April)

March

PVST Saint Maarten (1-4 March)

PVST Port Everglades (18-21 March)

April

ORSE VCOA (2-5 April)

CJTFFEX CPOA (26 April-16 May)

May

Hurrex 96 (28 May-5 June)

June

Mediterranean/Arabian Gulf Deployment (28 June-20 December)

ATLANTIC/MED OPS

July

MED/Adriatic OPS

Operation Decisive Endeavor (16-22 July)

PVST Palma De Mallorca, Spain

August

MED OPS

PVST Cannes, France (5-9 August)

PVST Souda Bay, Crete (13-14 August)

Exercise Juniper Hawk (22-29 August)

PVST Rhodes, Greece (30 August-4 September)

September

MED/Adriatic/Red Sea Arabian Gulf OPS

Operation Desert Strike/Southern Watch (15 September/24 November)

Suez Canal Transit (15 September)

October

Arabian Gulf OPS

PVST Bahrain (7-11 October)

NPMTT Mock ORSE (31 October-3 November)

November

Arabian Gulf/MED OPS

PVST Jebel Ali, UAE (4-8 November)

Exercise GULFEX 97-1 (10-12 November)

Suez Canal Transit (25 November)

PVST Naples, Italy (28 November-5 December)

ORSE (12-16 December)

December

MED/ATLANTIC OPS

Tiger Cruise (18-20 December)

Return to home port (20 December)

RELIGIOUS MINISTRIES

January - March

St. Maarten port visit was an opportunity for seven Community Relations Projects with a total participation of 189 crew members. Work completed included painting, gardening, masonry and building a new house foundation.

April - June

LCDR D. Philip Veitch reported on board relieving LCDR W. Scott Davis who transferred.

July - September

Palma, Spain was an opportunity for RMD to once again organize Community Relations Projects. A total of five projects that included maintenance work and choral music performances by the ship's choir were completed.

In Cannes, France the ship's choir and a volunteer force surprised and delighted the people with their talents and generosity.

Haifa, Israel again was the site of Enterprise's attitude of gratitude. Enterprise personnel participated in the USO Haifa Reach-Out Program through three community relations projects. Also, participants distributed Project Handclasp material to Ethiopian immigrants. Forty-three Sailors participated in the three projects.

October - December

LT Paul Shaughnessy reported aboard to relieve LT James Connolly as the ship's Roman Catholic Chaplain.

Special Notes: 2,037 AMCROSS messages were received during 1996. Chaplains conducted 856 Counseling Cases. Each month "POWERFEST," a special service of praise, rejoicing, song and worship was held by the Protestant community. Average attendance was 200 Sailors and Marines.

SAFETY

Significant events:

24-25 Jan - COMNAVAIRLANT Safety/Industrial Hygiene
Inspection
16 Apr - Safety Standdown
2 Jul - Safety Standdown
24-25 Sep - Safety Standdown
25 Oct - HS-15 helicopter lost at sea; three fatalities
20 Nov - Safety Standdown and Health Promotions Fair
18-20 Dec - Safety Department sponsored Tiger Cruise

25,151 fixed wing flight hours
4,033 helicopter flight hours
13,198 arrestments (1 barricade trap)
14,104 catapult launches
1,216 helicopter landings
213 days at sea; 210 days with air wing aboard

Over 4,500 safety hazards reported through the Hazard
Abatement Program with an overall discrepancy correction rate
of 85%.

SUPPLY DEPARTMENT

January-March

1996 was a very busy time, filled with vast opportunities and significant challenges for the Supply Department. The entire year was a learning experience which saw the Supply Department grow into a well-tuned, fully operational support activity.

The first major challenge of 1996 was COMPTUEX., an exercise designed to push a carrier and CVW 17 to the limits. For the first time, around-the-clock support was provided to the air wing. Aviation Supply was at the forefront of supporting CVW-17. During this short exercise S-6 Division made over 7,500 issues and expedited over 230 critical requirements.

Food Service Division's capabilities were tested around the clock as they fed over 5,000 crew members four meals a day.

Material Division worked at a record pace by receiving over 14,000 requisitions during COMPTUEX and participating in Enterprise's first underway replenishment in over six years.

Stock Control established and effectively ran the Material Control Officer program for the entire battle group.

The MATCONOFF program was responsible for filling over 100 CASREP requirements for the Enterprise Battle Group.

St. Maarten, U.S. Virgin Islands, was also another first for Enterprise. The Supply Department's first opportunity to set up contracts in a foreign port and the first operational test of the "BIG E" Grill. The Grill was an enormous success serving over 2,000 meals an evening to crew members returning from liberty.

The ORSE inspection was the last hurdle before returning home, and once again Supply Support was outstanding, with stock control expediting several last minute items for the Engineering and Reactor Departments. Material Division shined brightly with zero discrepancies noted in Q-COSAL procedures and Q-COSAL storerooms. Repair Locker 7A, made up almost entirely of Supply personnel received praise for their performance on both the General Quarters and the Chemical Biological Warfare drills.

April-June

With COMPTUEX out of the way, Enterprise was gearing up for the Mediterranean Deployment. Preparations continued with the Combined Joint Fleet Exercise (CJTFFEX), Supply Management Assessment (SMA), and Pre-Overseas Movement.

The SMA team came onboard at the end of April. After performing a thorough inspection of all Supply areas, SMA gave the Supply Department the Type Commander's Seal of Approval.

CJTFFEX brought together 21 U.S. warships and 24 British war ships to participate in simulated war scenarios and battle problems. Once again, the air wing performed at a feverish pace, flying both day and night. Aviation Stores kept up with the pace, filling 3,499 issues and expediting 297 repairables in support of CVW-17 operations. The MATCONOFF program picked

up right where it left off in COMPTUEX filling over 60 critically needed items for the U.S. and British ships.

The Pre-Overseas Movement period was used to make final deployment preparations. Supply worked at a feverish pace to top off storeroom stock levels and expedite critical last minute requirements. In anticipation of material requirements during the deployment, various bulk and high use items were identified and shipped for pre-staging to Augusta Bay, Italy. Aviation Supply Division located and transferred over \$325,000 of Maintenance Assistance Modules and \$750,000 in test bench equipment from the USS Saratoga. Food Service Division loaded over \$950,000 of stores for the final top off for the Atlantic crossing. Despite the hectic pace of the POM period, Supply made several predeployment renovations to improve the ship's operational readiness and overall quality of life. The aft mess decks were upgraded by adding additional beverage lines and coffee mess stations. With the expectation of the air wing's arrival, additional soda and ice machines were added to the ready rooms. The entire bank of female staterooms was renovated, and additional bunks were added to accommodate the air wing and TAD female officers for the deployment. Disbursing was busy implementing UMIDs 2.5 upgrade and adding over 2,000 squadron pay files to their data base. HAZMAT Division increased their capabilities with the HICS 4.2 upgrade and the implementation of the JANUS scanning system. HAZMAT also opened the HAZMAT trailer on the hangar bay, streamlining the issuing and return process. Stock Control expedited the exercise equipment for the grand opening of the new gym, the "Big E Pump Room."

July-September

On 28 June Enterprise set sail on its first extended deployment in over six years. Aviation support was once again crucial, and as usual, Aviation Stores came through with 7,756 issues and a 93% R-POOL effectiveness. Aviation Supply expedited an average of 21.5 offship NMCS/PMCS requisitions daily, and set up the Progressive Repair Program for Depot Level Repairables. Material Division also was in the forefront with their COD crew receiving and shipping over 100 tons of cargo and mail, while transferring over 150 MATCONOFF items to the battlegroup.

During the first month, shipboard morale was also a large factor for the 5,500 members of the Enterprise who had recently left their family and friends behind. On Independence Day, Food Service Division hosted a Steel Beach Picnic for the crew preparing over 15,000 portions of chicken, steak and ribs. To coincide with the new Gym, Sales Division opened their new \$50,000 Sports Store. They also turned over to MWR \$150,000 which would be used to defray the cost of tours and activities for the crew in the upcoming liberty ports. The Postal Division saw that a steady flow of letters and packages was disseminated to the crew.

Day to day operations in the Mediterranean were extremely demanding. Preparing and serving over 15,000 meals a day in Food Service division required a monumental effort. The bake shop alone produced 5,600 loaves of bread per week. S-3 laundry spent an average week washing 30,000 pounds of laundry and pressing 2,000 pairs of Khaki uniforms. Supply Readiness divisions were processing over 11,000 shipboard demands in July, while receiving and stowing over 3,000 off-ship requisitions. Material Division and Aviation Stores had underway replenishments down to a science in both CONREP and VERTREP operations, and they performed four UNREPS in the first month at sea including a 350 pallet onload from the USNS Saturn. HAZMAT division was also up to the task of excess HAZMAT offloads, receiving praise from Sixth Fleet for their strict adherence to policies.

August brought the Enterprise to their first Mediterranean port visits in Palma, Spain and Cannes, France. The Advance Beach Detachment flew in early and set up over \$400,000 in contracts at each port in anticipation of the ship's arrival.

In both cities, the Wardroom set up the reception for the Sunset Parades, hosting over 1,000 foreign dignitaries and guests. The Big E Grill operated at maximum capacity in Cannes serving over \$90,000 of hamburgers and hot dogs to the crew.

Breaking new ground, Enterprise next pulled into Souda Bay, Crete, becoming the first-ever nuclear aircraft carrier to moor there. Food Service Division again supported with an all-day picnic, while the Customer Service Division helped MWR procure 2,000 cases of beverages for the occasion. Back at sea. Supply was put to the task of performing another

colossal underway replenishment of 300-plus pallets. Material Division had another 100 tons of material received and shipped on the flight deck, while coordinating the transfer 86 high priority requisitions among the battle group.

Supply's Advance Beach Detachment flew into Haifa and did a top-notch job of setting up the port, making the ships arrival a smooth evolution. The "Big E" Grill served over \$50,000 of food to the crew. Logistics Support to the ship was at an all time high with over 50 tons of Enterprise material coming into Tel Aviv, which Material Division personnel expeditiously transferred to the ship. Enterprise pulled out of Haifa and was on its way to Rhodes, Greece for yet another port visit.

After Rhodes, the ship headed back to the Adriatic to once again support the Bosnian no-fly zone. The Persian Gulf was heating up at this time, and when Enterprise received the call to go through the Suez Canal a month earlier than expected, the whole ship was in a scramble to prepare. Supply Department was included in this rush. Material Division spent all day on the flight deck onloading over 200 tons of material and mail as logistics flights increased in efforts to clear out all material in Sigonella. Material Division performed their biggest UNREP yet, receiving and transferring over 450 pallets with the on station TAFS. The Advance Beach Detachment shifted to Bahrain, making a quick stop along the way in Hurgada, Egypt to provide Enterprise with its last logistic support before heading through the Suez Canal.

During this hectic time, Supply Department kept up with its normal day-to-day routine. Stock Control ended the month with the annual end of fiscal year close out. Through careful tracking of the budget, they obligated 99.65% of their funds.

Sales Division closed their quarterly books with another \$275,000 going to MWR.

October-December

Enterprise began the last half of deployment in the Persian Gulf participating in no-fly zone operations over Iraq. Air wing readiness was again a crucial factor, and Supply Readiness divisions worked around the clock. Aviation Stores processed another 9,560 demands with an average daily offship NMPCS/PMCS requisition rate of 35.5. Material

Division accelerated its UNREPs and COD/VOD operations receiving 700 tons of material. They also began the task of performing major Location Audits and Consolidations in all of their storerooms for the first time since coming out of the yards. A major casualty in ADP brought SUDAPS down for most of the month forcing Supply to go to manual procedures, slowing down operations during one of the busiest periods of the deployment.

Being in the Persian Gulf brought along its share of unique problems. Ice usage skyrocketed with Food Service using over 120 blocks a day, causing an ice conservation program to be required. The heat stress program became significant not only in traditional spaces such as S-2, but other spaces such as storerooms and office spaces. Stock Control and Customer Service were having difficulties with the logistics pipeline for stock material which was backing up in Sigonella. This along with CLF ships being frequently out of common consumable items during UNREPS forced special arrangements and AMC flights to be set up to compensate.

After over a month at sea, Enterprise pulled into Bahrain for its first Arabian Gulf Port. As in Souda Bay, Enterprise again made history by being the first-ever carrier to do so. The Advance Beach Detachment flew in to set up all port services including an INREP of fruits and vegetables via barge. Sales division brought on their usual fare of vendors who set up on the mess decks and sold everything from perfumes and Persian rugs to cruise jackets. The Big E Grill was back in action after a month's hiatus, serving hamburgers and hot dogs to the crew for the entire eight day visit. The Wardroom Division kept busy setting up the receptions for several high level visitors including former Secretary of State James Baker and the Crown Prince of Bahrain.

November began with Enterprise pulling into Jebel Ali, an unusual port visit since crew members would not be allowed to leave the base complex. Supply Department once again sent in their Beach Detachment not only to prepare contracts for Enterprise's pierside arrival, but also to assist in transforming the compound into a social area for the crew. The multitude of food vendors on the pier allowed for the BIG E Grill to standdown, but Food Service Division instead spent their time planning and executing an INREP of over 100 pallets

of stores. The Crown Prince of Jebel Ali was one of the many distinguished visitors to come aboard and be hosted by the Wardroom Division.

Enterprise pulled out of Jebel Ali to finish up operations in the Gulf and transit back through the Suez Canal. Business didn't slow down. With SUDAPS back to full capacity, Material Division performed inventories on all Q-COSAL and several high issue storerooms. Aviation Supply continued to make 4,735 issues to the air wing and averaged 26.2 daily offship requisitions. Postal Division sold over \$300,000 worth of stamps and money orders while processing over 75,000 pounds of mail. HAZMAT Division made over 500 issues of HAZMAT to the ship and air wing and offloaded another 40 pallets of excess hazardous material to CLF ships.

On Thanksgiving Day, Enterprise anchored at Naples, Italy for our last port visit. Bad weather and rough seas caused all boating to be canceled for the first three days, forcing Supply Department to deal with some unexpected problems. Food Service Division, which originally expected to feed only half the crew, now had to double the Thanksgiving meals made with only two hours notice. In the end, 4,500 rations were used to serve a Thanksgiving meal with all the trimmings.

To celebrate Thanksgiving, the Chairman of the Joint Chiefs of Staff flew onboard, and S-5 was tasked with assisting in the reception. Afterwards, the Chairman and his wife toured the ship, making a special stop in the galley to assist serving Thanksgiving meals to the crew.

With the crew stranded on board, Supply Department made special arrangements to prevent restlessness. The magnificent Thanksgiving meal was followed by movie and popcorn nights being held in both the wardroom and on the mess decks. A special edition of "Big E BINGO" was planned with Supply preparing pizza for the crew, and during the daytime, Sales Division received permission to fly vendors aboard, who set up on the mess decks and provided the crew an opportunity to shop.

Naples was also the busiest port for Material Division as they received an average of six logistics helicopters a day in an effort to clear out all the material that had backed up in the Mediterranean. In a three day period they received and processed over 400 tons of material.

After Naples, the final stage of the deployment was the Turnover and Blue Water Crossdeck to the USS Theodore Roosevelt. Aviation Stores transferred over 200 Repairables to the TR, and Material Division personnel served as the point of contact for all transfers, preparing another 60 pallets of crossdeck items for various departments and squadrons. The VERTREP was flawlessly executed by the Aviation Stores Division.

. With the crossdeck out of the way, Enterprise headed back across the Atlantic, calling on Supply Department for some final logistics support. The Enterprise Tiger Cruise was scheduled for the last two days of deployment, and the Advance Beach Detachment was sent in for one final time to Bermuda where the ship was to meet its "Tigers." Small boats were set up to transfer the passengers, while luggage was transferred via helo with the Supply Department VERTREP and COD team assisting in onloading over 700 passengers and their luggage.

TRAINING DEPARTMENT

Morale, Welfare and Recreation (MWR)

Command Sponsored Events

Special Services sponsored the following events that increased the morale of crew members and their families.

- Enterprise Summer Slam family picnic in June 1996 at Paramount's Kings Dominion. Over 3,000 family and crew members attended.

- Annual ship's Easter picnic.

- Two family fun day picnics for family members in July and September 1996 during the Mediterranean/Arabian Gulf deployment.

- Sponsored NASCAR drivers on board during the end of deployment Tiger Cruise.

- Weekly Crew Bingo during deployment raised over \$48,000 for MWR while giving out \$80,000 in prizes.

- July 4 Steel Beach picnic on the flight deck.

-Suez Canal ``Run the Ditch`` relay race and weightlifting competition.

-Homecoming pizza party for duty section.

Fitness Center

Designed and implemented the finest fitness center in the fleet. The 1,600 square foot gym is built on a platform above hangar deck level in the Hangar Bay. It is outfitted with over \$60,000 of the newest fitness equipment available including free weights, exercise machines, and Body Masters weight training equipment.

Sports Teams and Clubs

Special Services sponsored and funded, baseball, basketball, racquetball, volleyball, boxing, street hockey, softball, rugby, paintball, golf, scuba, weightlifting, and running teams. Teams were approved by the Executive Officer and the Recreation Committee.

Ticket and Recreation Sales

Special Services sold discounted tickets for concerts, shows, movies, theme parks, dinner theaters, skating and numerous local trips.

Tours

Special Services organized tours at all ports of call for crew members. Over 9,000 tour tickets were sold during port calls. These tours greatly enhanced moral and enabled Enterprise Sailors to see many historic places for very little money. Tours were offered in St. Martin, Fort Lauderdale, Palma, Cannes, Haifa, Rhodes, Bahrain, Jebel Ali, and Naples. The most popular tours were of Jerusalem (2,020 tickets sold), Rome (1,729 tickets sold), Pompeii and Mt. Vesuvius (504 tickets sold), and Paris (420 tickets sold). A Papal visit was also offered and 117 Sailors celebrated mass with the Pope.

Indoctrination Division

The Indoctrination Program consists of a five-day course of instruction. The course provides essential material for

newly reported personnel. It is designed to give an overview of the ship's mission and individual's responsibility to it.

To ease the check-in process, Indoc Division is contacted on receipt of new personnel and an escort is provided. The escort ensures that the newly reported individual is checked in through the personnel office and an Indoc check-in card is filled out. The check-in is then turned over to a departmental representative.

The Indoc Staff has recently taken over the management of the Ship's Sponsor Program. All database programs and mail-merge documents required for this process were formulated by Indoc personnel. Prospective gains are entered into the Command Sponsorship database where they are merged with the appropriate department/division sponsors. In excess of 300 Command Information packages and Sponsor letters have been sent out.

Additionally, Indoc Staff provided custom database applications to the Training Department TAD Office. These programs provided an efficient method for producing over 3,000 sets of shore patrol orders during the 1996 Med Cruise. Current applications continue to ease work load by producing 600 sets of No Cost TAD orders to date and the tracking of over 2,500 School Requests.

TAD Division

The TAD Division is responsible for the processing and management of all TAD and School requirements of all ship's force personnel.

The TAD Division processed over 3,000 orders for personnel performing shore patrol duties, 1,000 sets of cost TAD orders totaling over 450K, over 900 no-cost TAD requirements, and managed over 500 confirmed school requests.

WEAPONS DEPARTMENT

General

During 1996 the Weapons Department completed several important milestones in preparation for Enterprise's first deployment in five years. G-5 Division coordinated 11 complex

ordnance onloads; tracked, inventoried, and monitored the safe and expeditious movement of \$483,000,000 worth of ordnance; and completed COMPTUEX and JTFX with zero discrepancies and zero accidents. In addition, W/eapons passed a rigorous Explosive Safety Inspection (ESI) and the Mine Readiness Certification Inspection (MRCI) with outstanding results.

Weapons Department passed the Airlant 3-M inspection, the first conducted on Enterprise in Five years, with a 91.2%.

Weapons played a major role in the coordination and movement of over 500,000 lbs of battle group mail and 900,000 lbs of ship's supplies.

G-1 Flight Deck/Hangar Deck

The division was responsible for the successful onload of well over five million pounds of ordnance, including Enterprise's first at-sea transfer of munitions in over five years. This division accomplished a major repair of the emergency handbrake system on seven electric forklifts, saving the Navy \$175,000 in unit replacement cost. They also completed the modification of a chafing electrical drive motor cable that presented an explosive hazard on seven lowboy electric forklifts. This modification was completed without technical assistance and saved \$7,000 dollars.

G-1 received an overall grade of outstanding during the COMNAVAIRLANT Consolidated Aviation Maintenance Supply Equipment Evaluation (CAMSEE). With 67 personnel assigned, G-1 maintained 100 percent availability of 3,200 items of armament weapons support equipment and 24 electric forklifts ensuring full compliance with applicable PMS, calibration, and weight test requirements.

G-1 maintained 100% ordnance certification, 3M and basic damage control qualification and 80 percent advancement rate of eligible personnel.

G-2 Armory/Sprinklers

During deployment, G-2 was employed in the upkeep and maintenance of 33 dry type magazine sprinkler systems. This involved replacing one of the PRP valves, and numerous hydraulically operated and spring-loaded check valves. The 28 underway replenishment evolutions provided valuable

opportunities for to become proficient with our M-14 shot-line procedures.

To ensure proper security for the ship, G-2 qualified over 600 personnel in the safe and proper use of the .45 cal pistol and the 12 gauge shotgun.

In 1996, G-2 retired the .45 caliber pistol and replaced them with the M-9, 9mm automatic pistol.

G-3 Magazines

G-3 maintained 32 weapons magazines and received a grade of outstanding on the Mine Readiness Certification and 3-M inspections. Eighty percent of G-3 personnel were qualified for Conventional Weapons Explosive Handling and Stowage, 32 were qualified as elevator operators, and 98% were qualified in CPR.

G-3 incorporated weapons bulletin 380 to 78 sidewinder missiles, returning these assets to a RFI status. Additionally, G-3 broke out, tracked and maintained \$74.8 million dollars in aircraft launched missiles. According to the Yorktown Weapons Station Missile Pre-sentencing team, G-3 saved the Navy over \$1.2 million with its positive tracking and maintenance procedures.

During Operations "Decisive Endeavor" and "Southern Watch," G-3 broke out and assembled over 100,000 pounds of conventional ordnance.

G-3 managed and coordinated 69 volunteers for Green Run Elementary, one of the ship's two adopted schools.

G-4 Weapon Elevators

G-4 Division worked closely with the CNAL Weapons Elevator Support Unit (WESU) to maintain all fourteen 35-year-old weapons elevators. Close liaison with CNAL before and during the deployment ensured that the elevators performed exceptionally well and maintained a 100% full mission capability. G-4 division completed 680 2 kilo's and 2,940 PMS checks for 1996.

During the 1996 deployment, G-4 accomplished the following major maintenance actions:

- Lower stage #3 had the main hoisting cables adjusted by WESU and ship's force.
- Replaced wire ropes on 52 magazine elevator doors.

- Replaced main hoisting cables on LS-4, US-12 and US-15.
- Replaced 66 air/oil filter regulators to upgrade condition of low pressure air system.
- Platform rollers were replaced on LS-4, LS-7, US-12 and US-15. These repairs were scheduled to be completed by WESU prior to deployment; however, WG04 completed repair maintenance underway.
- Replaced TLUHSS proximity switch on US-11. This repair was mandatory for the proper operation of the elevator.
- Shunt trip on LS-2 failed during ordnance movement. G-4 electricians replaced shunt trip and repaired old breaker.
- US-15 over speed governor wire rope sheave bushing had to be replaced twice due to excessive usage.
- Four contactors in US-15 motor controller were replaced. The main contactor welded itself shut and three auxiliary contactors coils were burnt out due to high usage.